

THE GLOBE-REPUBLICAN.

ADDITIONAL LOCAL.

Highest prices paid for hides.

SAM STUBBS.

Fancy Rockers at the Crescent Furniture Store. Nothing more suitable for a present.

Since the Boers are victorious, you can find a bore everywhere. He bores you about the Boers.

Dr. Crumline reports Mrs. Curry and family sick with the measles, but that the home is quarantined.

A tramp was arrested and placed in jail, charged with stealing a pair of shoes from the house of Geo. B. Doolittle, on Sunday.

12 Photos for 25c, at Burrell's Studio, on the 20th, 21st, and 22d of each month, Sundays excluded.

A cow up in Pottawatomie county broke into an orchard and ate a lot of apples. The next time the lady of the house churned she got apple butter.

Walter Pine delivers the Topeka State Journal anywhere in town at ten cents per week. For general, state and railroad news the Journal is unexcelled.

The Arkansas City Traveler alleges that a woman who sits in a rocking chair and rocks all the time will drive a man down town quicker than anything else.

"Hello; is that the Racket and Novelty Store?" "Yes, man." "Have you displayed your holiday goods yet?" "Yes, man; we have an elegant line." "All right. I will call tomorrow."

The person who took the gas lantern from the bicycle, which was left in the lecture room of the M. E. church, Sunday, December 10th, is requested to return it, without further notice.

A miner in Colorado, discouraged by hard luck, concluded to dig a grave, get into it and blow his brains out, but when about three feet down struck a lead of sylvanite and sold for \$20,000.

"Hello; say, Jane, is that you?" "This is me." "Well, say, where did you get those wool socks and that heavy underwear for your husband?" "Why, at the Racket and Novelty Store, of course."

OUR STOCK OF TEAS AND COFFEES is much the largest in the city. Call and be convinced that we have just what you want in this line. Prices always the lowest, quality considered.

CENTRAL GROCERY.

During the past year 115 justices of the peace have resigned in the state. Only eighty-two have been appointed. This leaves thirty-two positions still vacant. Since the new fee and salary law went into effect the position of justice does not pay enough to justify a man running for the office. For this reason there are not as many applications as there are resignations.

The Union church building is slowly going to wreck. The windows are broken out, the boards of the floor are pulling out, the roof has holes in it, and the foundation is being undermined. Old settlers remember the Union church where pleasant meetings were held, both religious and social meetings and other entertainments, and many of these people feel that a sense of pride is due the old structure, and that it ought to be repaired as a monument of the glory of former days.

George Meeks, alias George Smith, who was arrested in Fort Scott, charged with the murder of Leopold Edlinger, was in Dodge City a short time last summer. He opened a paint shop in the basement of Ed Sims' flour and feed store. The picture as printed in the Kansas City Times of the 11th is a correct likeness of Meeks. A man who went by the name of Smith, was a partner of Meeks in the paint shop. Meeks stole a valuable horse from D. Brooks, of this county.

As a cure for Rheumatism Chamberlain's Pain Balm is gaining a wide reputation. D. B. Johnston of Richmond, Ind., has been troubled with that ailment since 1862. In speaking of it he says: "I never found anything that would relieve me until I used Chamberlain's Pain Balm. It acts like magic with me. My foot was swollen and and paining me very much, but one good application of Pain Balm relieved me." For Sale by W. S. Amos.

A man down at White Cloud, who was too poor to subscribe for his home paper, bought a stove from a traveling peddler for \$30 and signed a receipt for the stove, and in a few days the receipt turned up in shape of a note for \$60. The difference between \$30 and \$60 would have bought his home paper for about 9 years.

The Right of Way.

Judge Williams, who is holding United States court at Fort Scott in place of Judge Hook, appears to be a veritable Solomon. On Tuesday one John Pearson, a young farmer, was arraigned on the charge of obstructing the United States mails. He at once pleaded guilty, whereupon Judge Williams said he would like to hear the story in order to judge of the enormity of the offense. District Attorney Bone stated the prosecution's side of the case, and young Mr. Pearson presented his own, there being no material difference in the two stories. It was shown that on a certain day Pearson had driven up the main track of the Santa Fe near Benedict with a load of corn. Standing on a side track in front of him was a freight train which blocked the wagon road and compelled him to bring his team to a stand on the main track. While in this position a mail train came along and the train men ordered Pearson to back his team off the track so the train could pass. Pearson replied that they might cut the freight train so he could pass through. Neither would yield for half an hour, when the freight train men weakened, cut the freight train and allowed Pearson to pass through. Later Pearson was arrested for obstructing the mails. When Judge Williams had heard this story he ordered Pearson to withdraw his plea of guilty, and a little later he was discharged. It was the opinion of the judge that the trainman could have cut the freight train easier than Pearson could back his heavy load off the track, and he intimated that if anyone was guilty it must be the railroads.

The Beer That Brewers Drink.

From the Philadelphia Record.
The amount of beer consumed by men who work in the breweries is little short of appalling, 100 glasses a day being not considered unusual. In one of the breweries uptown there is quite a system in dispensing drinks to the employees. Every man is graded according to his capacity, and tickets are issued to the men when they come to work in the morning. Each ticket is good for a glass of beer. Some men get 100, others eighty, others sixty and so on down to the novices, who are only allowed twenty-five until their capacity is accurately judged through the system of graduation. The brewers claim that no drunkenness results from this, as the men perspire freely in the hot atmosphere, and the liquor has little effect upon them. If by some mischance a man should become incapacitated for work, he is demoted to the next lower class, and this is looked upon as a keen disgrace, and very rarely happens. "Of course, it ultimately leads to cirrhosis of the liver," said a prominent brewer yesterday, "but the men are bound to drink beer, and it is better to have a system. It saps their vitality to such an extent that they become easy victims to any disease. We lost two workmen last month from broken legs. To an ordinary man no importance would be attached to a fractured limb, but those fellows never rallied. They just keeled over and died."

Two or three years ago it was freely predicted that the bicycle had permanently displaced vast numbers of horses. The business of liverymen was badly demoralized and the prices of horses fell sharply. Doubtless the introduction of electricity contributed largely to this result. The days of the bicycle as a fad are numbered. As for the horse he is again coming into his own. He is sought for pleasure purposes, and riding and driving horses are again smiling and prosperous and the groom is an important and commanding figure in the economy of things, and the farmer again takes pride in his colts. The horse can again lift up his head and look defiant. He no longer dreads a life of absolute drudgery and partial neglect with a fear of soon being turned out to die. The horse is again all right. He knows that he is to be petted, fondled and coddled more than ever before, and that the soft places open to him were never before so numerous. Treat the horse with due respect and consideration.

Bargains yet in city property. Apply to
BOWELL & GRANT.

RAILROAD NEWS.

—Lyle Henkel made his initial trip as fireman on west division on Tuesday.

—John Gibson, who was injured some days ago, has returned to work at the round house.

Eight hundred tons is now the tonnage for a freight train on the Santa Fe. Four years ago it was only 510 tons.

Frank Albin, machinist in the Santa Fe shops at La Junta, is visiting his family in the city, and he will remain during the holidays.

Business on the Santa Fe is too good to suit some of the employees. A fireman running out of La Junta recently earned \$50 in wages in eleven days.—Tribune.

—Joseph Murlinger, a machinist, left last night for the east, and he will be absent ten days. Chas. S. Munger, a cousin of Mrs. J. T. Beattie, takes his place.

Superintendent Dyer, of the Santa Fe, says that by January 1st the portion of the system between Denver and Pueblo will be equipped with the block signal system.

L. E. Foote, formerly foreman in the Santa Fe Railway shops here, was in the city Monday. Mr. Foote had been in the hospital at Topeka for the past three months. He was on his way to New Mexico.

—In 1872 General Manager Mudge of the Santa Fe was a water boy. There were, at that time, other water boys who have been sober, industrious and capable. They are no longer water boys, but they are not general managers of railroads.—Wichita Eagle.

—All new Santa Fe passenger coaches and all old ones as fast as they are taken out of the paint shops have a new style of lettering. The words "Santa Fe" are alone at the top of the car, while the old familiar "A. T. & S. F." appear only in small letters at the lower corners of the car, just under the car number.

Frank Burton, a laborer in the concrete gang of the bridge and building department, died at the La Junta hospital Thursday morning. He was about 47 years of age, and died very suddenly, the trouble being hemorrhage of the brain. He was a stranger in La Junta and the whereabouts of his relatives and friends is not known.

The introduction of the piece work system of working at the Santa Fe shops at Topeka has stirred up the workmen there more than they have been stirred up since the strike of 1894. It is announced on good authority that the piece work system will be inaugurated in all departments at Topeka on January 1st.

M. Norton, engineer, and Geo. Caldwell, foreman of train 31, on Sunday, met with an accident at the east end of the yards. Train 31 ran into an obstruction, and in order to save themselves the engineer and fireman both jumped from the engine, and in the fall the engineer received a scalp wound and the fireman dislocated his left shoulder. Dr. McCarty attended to the injured men. There was no particular damage to train.

A new time table will go into effect on the Santa Fe January 1st. Extensive changes will be made. The California limited will probably be made a daily train to accommodate constantly increasing traffic. No. 1 will arrive about 5 o'clock in the afternoon, and a train from the south about the same time. No. 603, the Denver stub, will leave for the capital city at the same hour. This arrangement will be a decided improvement upon the present schedule, and a great convenience to the residents of the entire Arkansas Valley.—La Junta Tribune.

—The three wells at the round house are insufficient to supply the demand of water for the locomotive boilers. The wells supply about 35 gallons of water for each well a minute, when not less than 150 gallons a minute is required. Nearly as much water is used at the round house as is used in the city. An engine tank averages about 4,000 gallons, and from 25 to 30 engine tanks are filled every day. It requires about 10,000 gallons to wash an engine boiler and two locomotive boilers are washed every day. It requires 75 pounds to an inch pressure to wash an engine. There is no scale on the stationary engine boiler, in which has been used the soft water from the wells. The use of this water in the locomotive boilers has not been sufficiently made to warrant a proper test. Three more wells will be bored.

Mr. J. J. Kinney, superintendent of the secret service of the Santa Fe, has resigned, effective January 1. Mr. Kinney has not yet decided what he will do after leaving the service of the Santa Fe.

It was announced in the State Journal some time ago that the secret service department would be abolished the first of the year.

Hereafter, secret work on the Santa Fe will be principally in charge of the superintendents of the various divisions. The claim department will handle some special work of a general nature, but the discovery of any crime that may be practiced by employees will be left to the division heads.

While there is no intention on the part of the officials to entirely abandon special work, much less attention will be given to detective tactics after January 1 than has been true of the Santa Fe for the past several years.

Conductor Jas. H. Brown and family, of Pueblo, are spending a few days in the city.

The block system is to be introduced on the Santa Fe between Pueblo and Denver the first of the year. Under it a road is divided into what are called "blocks" which may be five to twenty miles in length, and through these a very close tab on all trains is kept. When a train enters a block the operator there telegraphs the fact to the operator in the block ahead and to the one behind so that they know positively just where the train is. As no two trains are allowed in one block at the same time a head or rear end collision is an impossibility.

A paper bound book of 63 pages, 5 by 8 inches, has appeared, making vicious and libelous attacks upon President Ripley, Aldace F. Walker, J. J. Frey, H. U. Mudge, Avery Turner, H. S. Montgomery, a director of the Santa Fe, and President Fitch of the Waltham Watch Co. The book is anonymous and is being secretly circulated along the Santa Fe road.

The book contains copies of several letters written by C. M. Borker, formerly a Santa Fe conductor who lived at Dodge City, who was discharged by General Superintendent H. U. Mudge for refusing to comply with the watch inspection rules and for writing a letter in which he used disrespectful language about Mr. Frey and Mr. Mudge.

The book also contains letters of the same character written to Mr. Ripley, Mr. Turner and Mr. Walker. The author of the book attacks General Watch and Clock Inspector Montgomery and makes broad and serious charges against him that are not substantiated. The watch inspection system is termed a "fake" and a scheme to rob the employees of the road and the officials of the system are called "robber barons" and are charged with belonging to a "watch trust" for the purpose of compelling the employees of the road to buy watches at twice the usual price.

Slandorous statements are made about Mr. Ripley and Mr. Turner and President Fitch of the Waltham Watch Co. is also attacked as well as other watch companies. It is supposed that a watch company that has fought the Santa Fe system of watch inspection is responsible for the anonymous publication.

When asked about the book General Manager J. J. Frey stated that he knew nothing about it and would pay no attention to anonymous attacks of such a nature.

The book particularly attacks the system of the inspection and condemnation of watches and charges that the entire system is a "fake" and that good watches are condemned in order to force the employee owning the watch to buy another from some one of the watch inspectors of the road and that they have to pay double price for these watches for the benefit of the officials of the road.

The book is an unsigned, cowardly attack upon railroad men of high character and integrity.—Topeka Journal.

Used Their Brains.

From the Philadelphia Record.
Some time ago a brakeman on the Baltimore and Ohio Railroad used his brains and saved a passenger train from running into two derailed cars. The company sent him a check for \$50 and posted a bulletin complimenting him for his quickness of thought. A few days later Engineer John Hagerty was oiling his engine at Connelville while waiting for the passengers to leave the train. He heard another train coming, and believed that it was not under proper control. He sprang into his cab, opened the throttle and started his train. The other engine struck the rear car, but it was not a hard blow and Hagerty's promptness saved ten or a dozen lives. The company has ordered a handsome gold watch, suitably inscribed, and a gold chain for Engineer Hagerty, as a reward for his devotion to duty and "using his brains" in time of emergency.

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Rev. S. B. Osborn, (lately ordained an Elder in the Christian Catholic church,) will preach in G. A. R. hall. Services every Lord's day at 3 p. m. Also a gathering for prayer and teaching on Divine Healing and Salvation every Wednesday night, at 8 o'clock, at their home in the Collar house on Front street. All interested in this work are cordially invited to attend all meetings.

S. B. OSBORN, Elder.

CLAUDIA L. OSBORN, Evangelist.

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